

# Louisiana Statewide Transportation Plan Update



Executive Advisory Council Meeting –  
Round Three  
*Baton Rouge, LA*

January 23, 2014

**CDM  
Smith**

# Why We Are Here Today

- **Status Update – Statewide Transportation Plan**
- **Break Out Sessions**
- **Break**
- **Advisory Council Meetings**

# Why We Are Here Today

- **AC 1 – (April 2013) Issues, Vision, Goals, Objectives**
- **AC 2 – (October 2013) Megaprojects, Initial Policy Recommendations**
- **AC 3 – (Today)**
  - Review funding gap and revenue scenarios
  - Discuss prioritization of recommendations
  - Discuss funding sources

# About the Plan – Plan Status

- **Scheduled for completion May 2014**
  - Draft ready in early spring 2014
- **Aviation and rail plans are under final review**
- **Separate fast-track freight plan due August 2014 (estimated)**
- **Tasks to be completed**
  - Megaproject approvals
  - Supporting policies and implementation strategies
  - Economic impact analysis
  - Report assembly

# 2014 Plan – Sources of Inputs

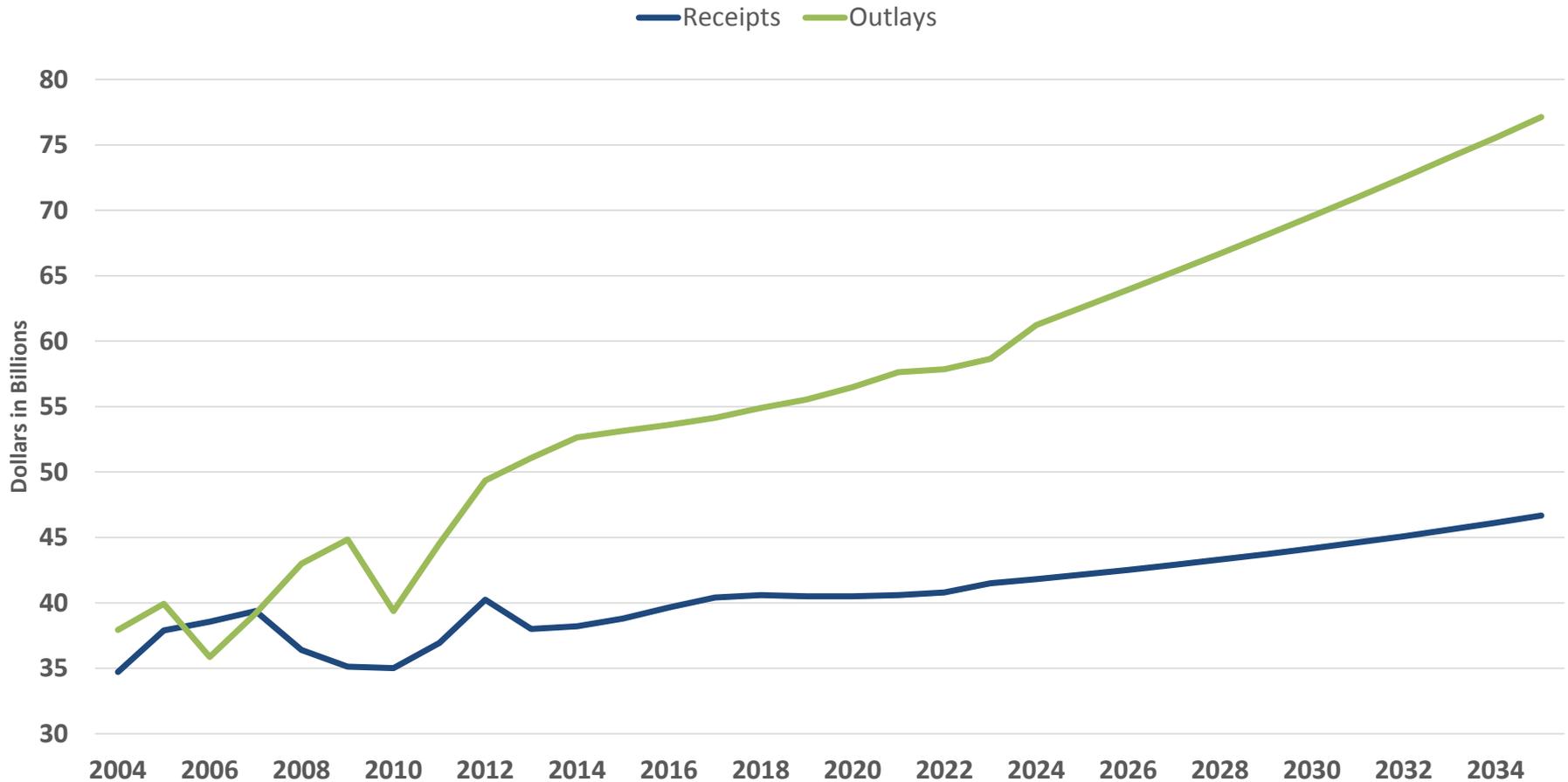
People-focused Input	Analysis-assisted Input
Stakeholder Interviews	Megaproject Evaluation
1,000 Household Survey	Modal Needs Analysis
Legislator Survey	Revenue Scenarios
Rural Area Survey	Revenue
Visioning Meetings	Performance Measures
Megaproject Meetings	
AC Meetings	

# What's the Context around this Update?

- **Infrastructure**
  - Aging infrastructure
  - Increased demands, particularly in major travel corridors
- **Financial**
  - Pressing fiscal constraints, growing needs
  - Uncertainty regarding fiscal side of federal partnership

# Context – Federal Fiscal Issues

## Highway Trust Fund Receipts and Outlays Discrepancy



Excludes \$8.017 billion transfer from General Fund to Highway Account of HTF in September 2008; \$7 billion transfer from General Fund to Highway Account of HTF in August 2009; \$19.5 billion transfer from General Fund to Highway and Mass Transit Accounts of HTF in March 2010; \$2.4 billion transfer from Leaking Underground Storage Tank Trust Fund to HTF in July 2012; \$6.2 billion transfer from General Fund to Highway Account of HTF in FY 2013; \$10.4 billion transfer from General Fund to Highway Account of HTF in FY 2014; \$2.2 billion transfer from General Fund to Mass Transit Account of HTF in FY 2014.

# What's the Context around this Update?

- **Planning Trends**
  - Congress emphasizes use of performance data for decisions in highway bill
  - More focus on modal integration, non-highway and non-motorized modes
- **DOTD**
  - Development of robust asset management tools
  - Safety, asset management, and modal plans completed or under development

# Draft Goals and Objectives

## Infrastructure Preservation and Maintenance



*Preserve Louisiana's multimodal infrastructure in a state of good repair through timely maintenance of existing infrastructure*

### Objectives

- Keep Louisiana's highway pavement in good condition
- Keep Louisiana's bridges in good condition
- Keep Louisiana's other highway-related assets in good condition
- Assist modal partners in achieving state-of-good repair for transit, port, and aviation facilities

## Safety



*Provide safe and secure travel conditions across all transportation modes through physical infrastructure improvements, operational controls, programs, and public education and awareness*

### Objectives

- Reduce number and rate of highway-related fatalities and injuries
- Reduce number of highway crashes
- Reduce number of pedestrian and bicycle accidents
- Assist modal partners in achieving safe and secure transit, port, and aviation facilities

# Draft Goals and Objectives (cont.)

## Economic Competitiveness



*Provide a transportation system that fosters diverse economic and job growth, international and domestic commerce, and tourism*

### Objectives

- Improve level of service of freight transportation throughout Louisiana
- Improve access to intermodal facilities and the efficiency of intermodal transfers
- Provide predictable, reliable travel times throughout Louisiana
- Improve connectivity between town centers and urban areas throughout Louisiana

## Environmental Stewardship



*Ensure transportation policies and investments are sensitive to Louisiana's environmental issues*

### Objectives

- Minimize the environmental impacts of building, maintaining, and operating the state transportation system
- Comply with all federal and state environmental regulations

# Draft Goals and Objectives (cont.)

## Community Development and Enhancement



*Provide support for community transportation planning, infrastructure, and services*

## Objectives

- Cooperate with and support MPOs and other local agencies in development of plans, including comprehensive plans, and programs to ensure consistency with statewide goals, needs, and priorities
- Provide support to local governments to seek sustainable revenue for local transportation needs
- Reduce barriers to state and local collaboration
- Enhance access to jobs for both urban and rural populations
- Improve modal options associated with supporting the economy and quality of life

# Performance Measures

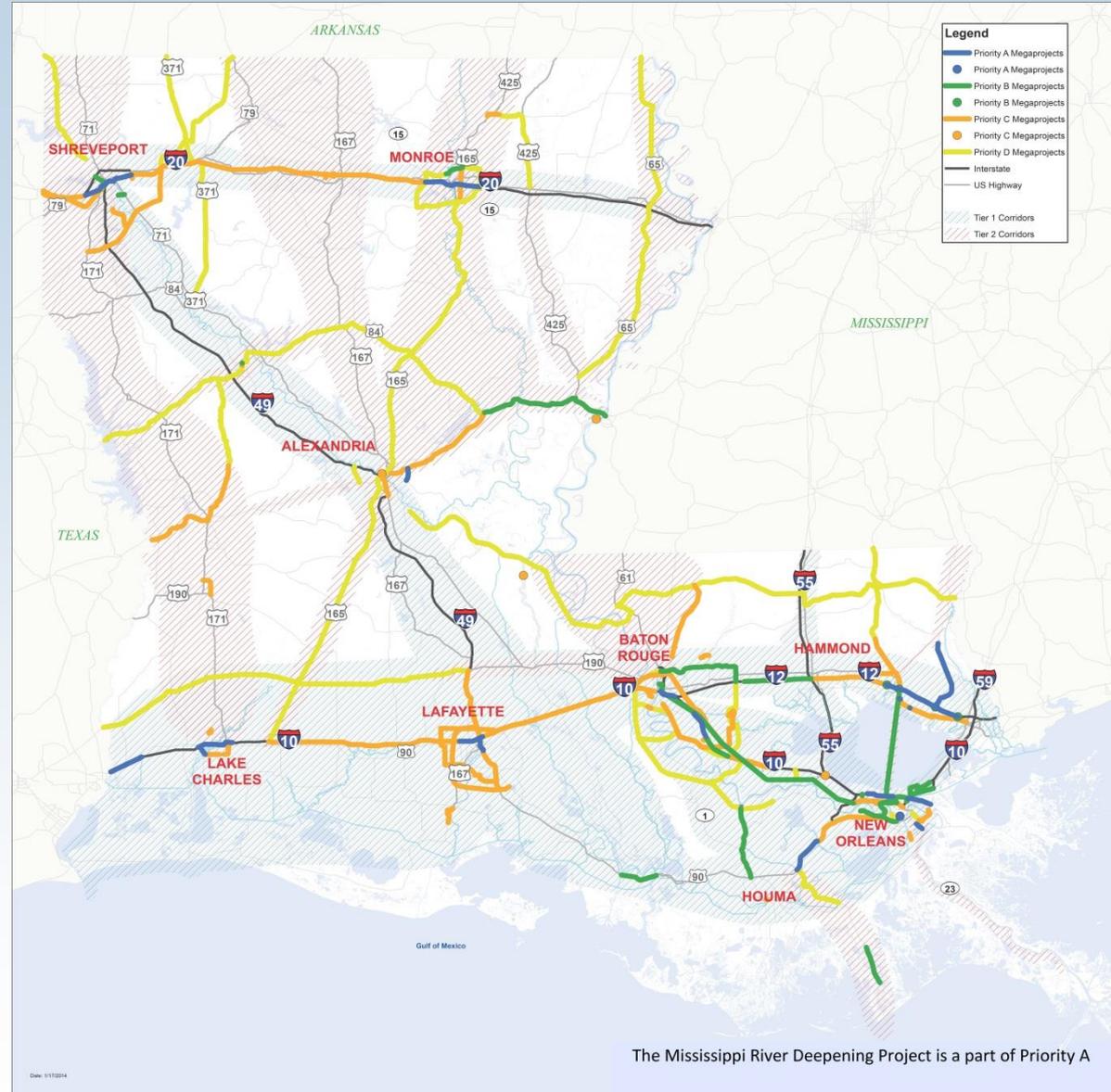
- **Are tied to goals and objectives**
- **Are realistic, based on data availability**
- **Are linked to plan implementation in accordance with MAP-21 guidance**

# State System Needs

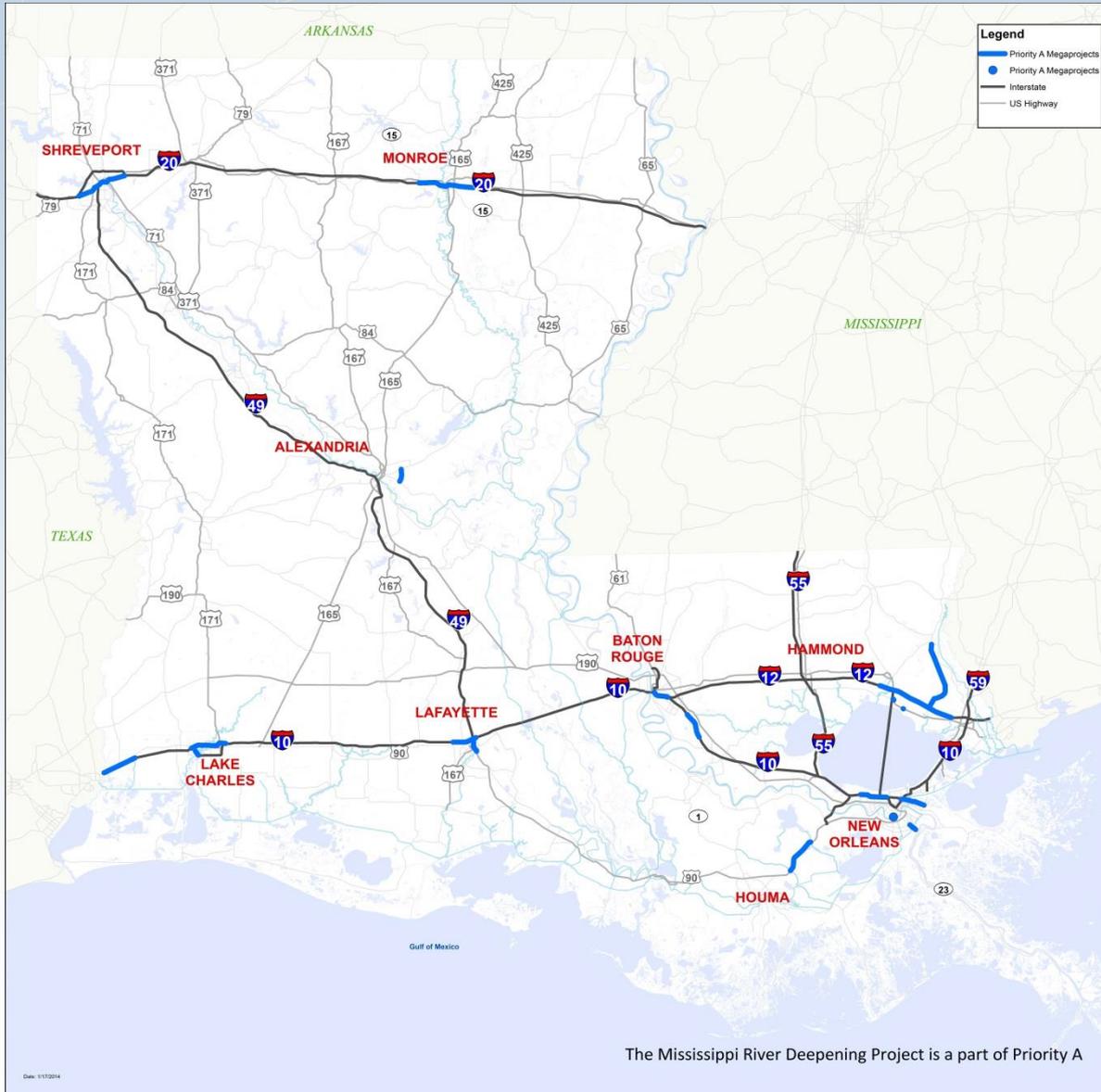
Category	Needs (\$M)	Definition
Highway	\$22,947.7	DOTD pavement performance standards, current safety programs, and address major congestion issues
Non-motorized	\$384.3	10% of non-interstate NHS, wider shoulders
Bridge	\$4,861.5	DOTD performance standards
Transit	\$7,184.4	Modest expansion for population growth
Ports & Waterway	\$7,107.3	Port improvements, dredging, deepening
Aviation	\$2,640.0	Address existing deficiencies and long-term needs
Passenger/Freight Rail	\$1,975.7	Short- and long-term capacity needs
<b>Total</b>	<b>\$47,100.9</b>	

# Megaprojects

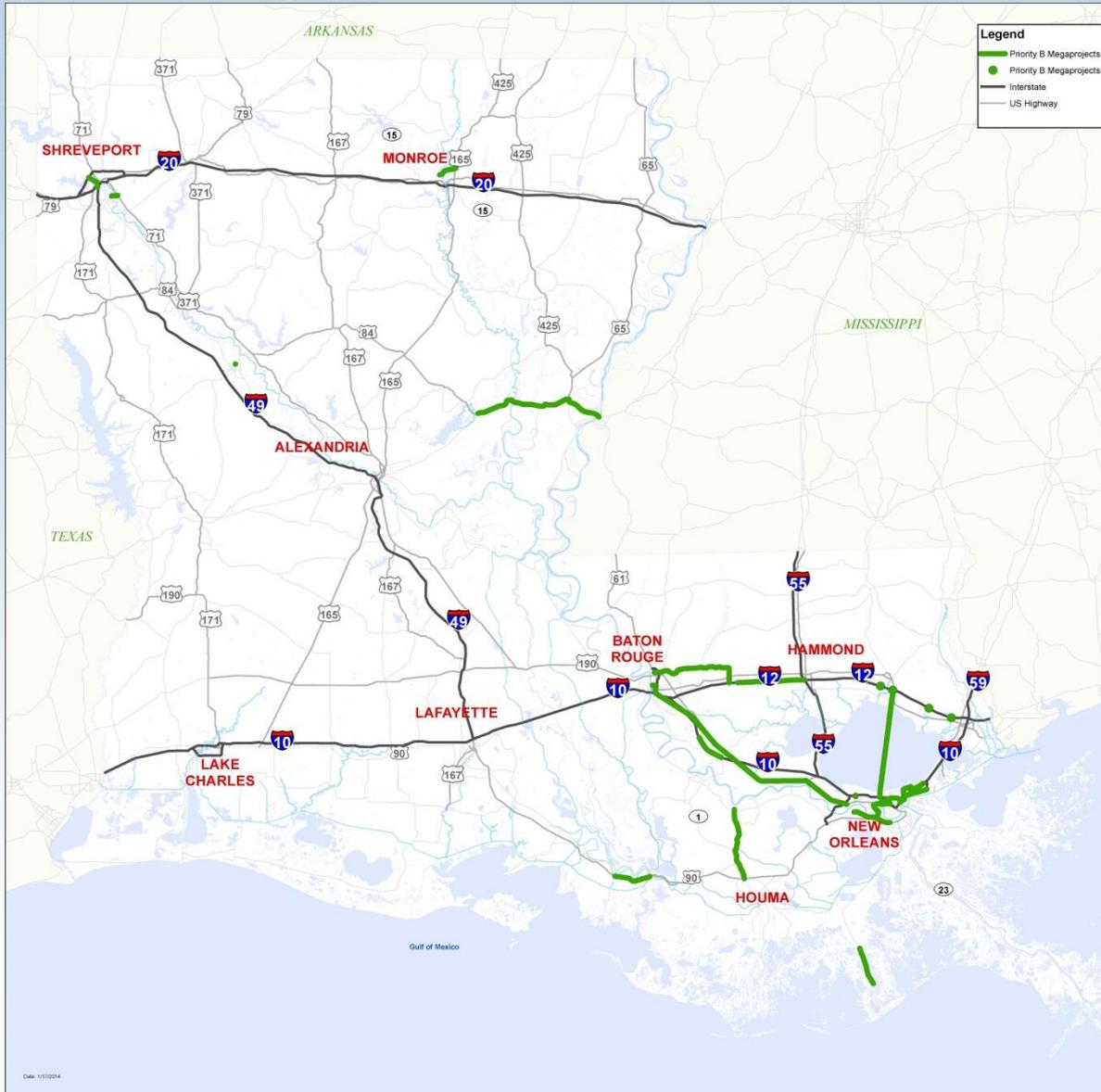
- **\$41.5B Total**
  - \$3.1B Other Sources
  - \$925M Non-Hwy (9)
- 35 Interstate Projects
- 29 New Projects
- **Priority A**
  - 19 Projects \$4.5B (\$840M other sources)
- **Priority B**
  - 17 Projects \$5B (\$2.2B other sources)
- **Priority C**
  - 55 Projects \$15.5B (\$755M other sources)
- **Priority D**
  - 22 Projects \$16.5B



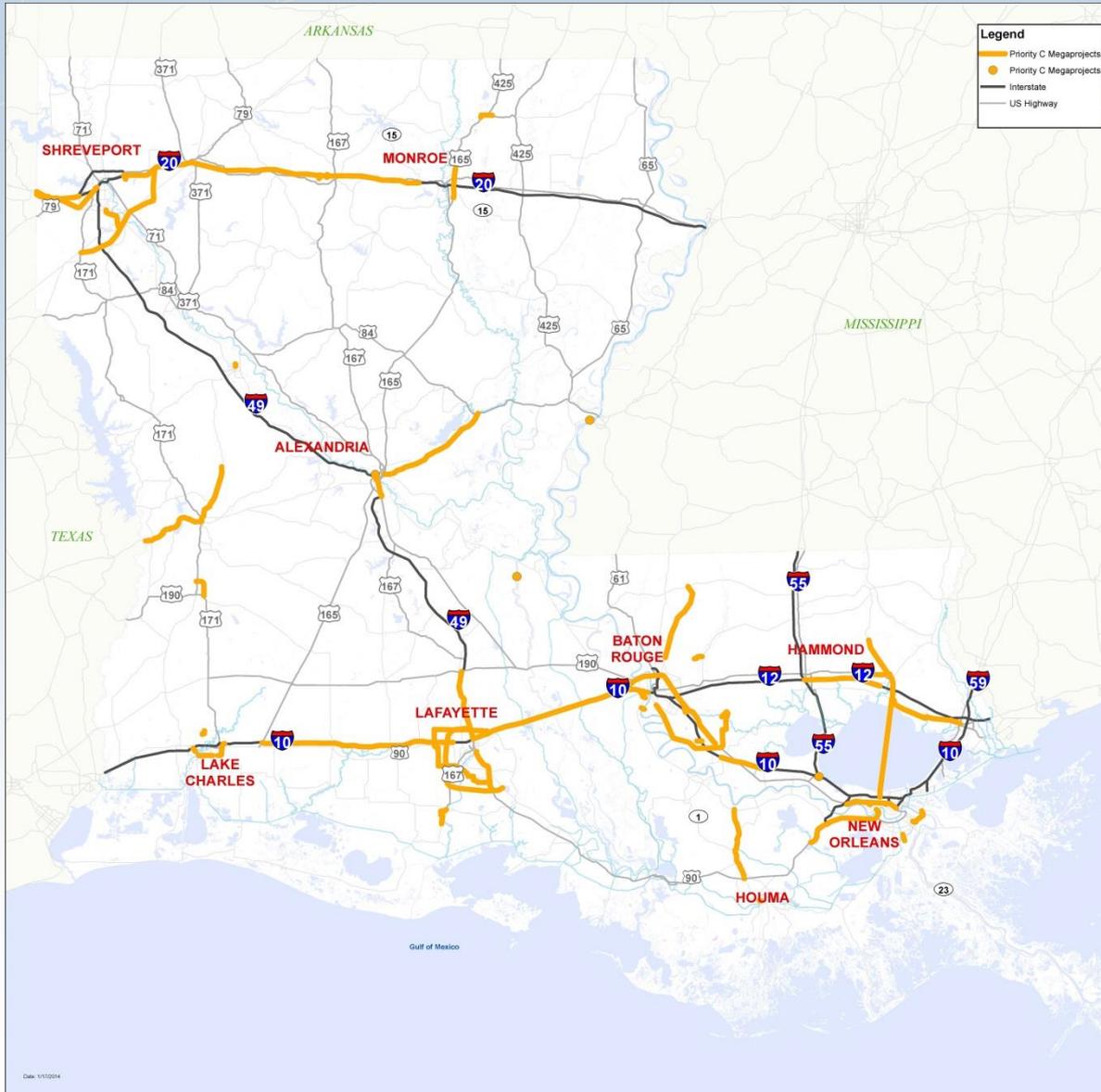
# Priority A Megaprojects



# Priority B Megaprojects



# Priority C Megaprojects



# Priority D Megaprojects



# Revenue Scenario Development

## Scenario 1 - Baseline

- 0.5% Annual State and Federal Revenue Growth

## Scenario 2 - Reduction

- Baseline + Major Reduction in Federal FY 15, Slight Rebound FY 16

## Scenario 3 - Modest Increase

- Baseline + Dedicated Vehicle Sales Tax \$ Beginning FY 20

## Scenario 4 - Aggressive Increase

- Baseline + Dedicated Vehicle Sales Tax \$ Beginning FY 20 + \$300M Annual Federal Increase Beginning FY 19

# Revenue Totals by Scenario

Mode	Scenario Revenue Levels, FY 2012 - 2044, Constant 2010 Dollars, in Billions			
	1B-Baseline	2B-Reduction	3B-Modest Increase	4B-Aggressive Increase
Road & Bridge	\$15.6	\$13.4	\$24.5	\$31.0
Transit	\$1.8	\$1.5	\$1.8	\$2.3
Port	\$0.5	\$0.5	\$1.1	\$1.1
Aviation	\$0.7	\$0.7	\$0.7	\$0.7
Rail	\$0.0	\$0.0	\$0.1	\$0.1
<b>Total</b>	<b>\$18.6</b>	<b>\$16.1</b>	<b>\$28.1</b>	<b>\$35.1</b>
Annual Avg.	\$0.56	\$0.49	\$0.85	\$1.06

# Funding Gap: Needs vs. Baseline Revenues

Mode	Needs	Baseline Revenues (in Billions)	Funding Gap
Road & Bridge	\$28.19	\$15.60	\$12.59
Transit	\$7.18	\$1.80	\$5.38
Waterways & Ports	\$7.11	\$0.50	\$6.61
Passenger/Freight Rail	\$1.98	\$0.00	\$1.98
Aviation	\$2.64	\$0.70	\$1.94
<b>Total</b>	<b>\$47.10</b>	<b>\$18.60</b>	<b>\$28.50</b>

# Rural Area Survey Results

- **Viable Industries**
  - Natural resource-based
  - Tourism, recreation, retirement communities
  - Cottage industries
- **Transportation Improvements**
  - Improve access to attract industry, preserve mobility in transportation corridors
  - Human services and higher speed access to jobs
- **Policies**
  - Target/focus resources to maximize impact
  - Coordinate with LED to complement economic development investments

# Break Out Sessions

- **Highway Ops/RPOs**

- Megaprojects
- Revenue Scenarios
- Budget Partitions
- Policy  
Recommendations
- Plan  
Implementation

- **Other ACs**

- Revenue Scenarios
- Budget Partitions
- Policy  
Recommendations
- Plan  
Implementation

# Aviation

- Revenue Discussion
  - Scenario 2B is most likely
  - Concern with mixing needs and revenue
  - Logical Funding Options
    - Motor Fuels Sales Tax
    - Violation Surcharge
- Policy Recommendations
  - Not enough talent in state for airplane mechanics and pilots
  - Coordination with DOTD and LED
- Aviation Plan Discussion
  - Drop Recommendation A-28, conflicts with A-19
  - Remove 1 airport from NPIAS
  - Concern with adding airports to Parishes that don't have one now – Livingston and Plaquemines

# Community Development & Enhancement – Revenue Discussion

- Both Groups chose Scenario 3B (or a new scenario between 3B and 4B)
- Group 1: Take \$ from Access Mgmt and add to Urban Transit
  - Aging Population, Millennial Demand
- Group 2:
  - Decrease Local Assistance Program by \$10M and add to Intermodal Connectors
  - Increase megaprojects in earlier years to get capital funding and decrease in later years but decrease overall to distribute to programs below
  - Increase Transp. Alternatives to \$23M
  - Increase Local Road Safety Program to \$10M

# Community Development & Enhancement – Revenue Discussion

- Viable Funding Options
  - Indexing or % of Statewide Sales Tax
  - Local Option Tax (state needs to give authority)
  - Advanced Transp. Districts
  - Tolling - Only New Capacity
  - Motor Fuels Sales Tax
  - Increase Registration Fees – especially for 3<sup>rd</sup> & 4<sup>th</sup> vehicle
- New Funding Option
  - Project Specific – Tax on New Industrial Development – Require Transportation Impact Plans Prior to Construction
- No VMT User Fee

# Community Development & Enhancement – Policy Recommendations/Plan Implementation

- Policy Recommendations
  - Added “Local Assistance Road Program” – Medium Priority
  - Added “Increase State Assistance in Transportation Planning for Non-Metro Areas.” – High Priority (this was also a mentioned in RPO/State Hwy O&M)
- Plan Implementation
  - PR Campaign to educate public and legislators on the Plan – (Needs, Projects, Funding Limitations, Funding Options)
    - In Layman Terms
    - Canned Presentations/Talking Points for Partners and Stakeholders
  - Policy Committee should appoint a committee to promote/implement the Plan

# Regional Planning Officials | State Highway Operations & Maintenance

- Asset Management Plan
- Megaprojects – validated Priority A & B List
- Revenue Scenario Discussion
  - Scenario 3B is most likely
  - Reduced Hwy Preservation \$ due to decrease in needs
  - Increase Major Repairs/Generators/Pump Stations Line Item
  - Increase Parish Transportation Fund
  - Increase Interstate Lighting
- Viable Funding Options
  - Gas Tax/Sales Tax/Indexing – 6 to 8 Votes
  - Local Option Tax/VMT User Fee – 12 to 14 Votes

# Regional Planning Officials | State Highway Operations & Maintenance

- Policy Recommendations – New Topics
  - Allow Mobility Funds to be used on Megaprojects
  - Convert Public Fleet to Alternative Fuels
  - ADA Compliance Program
  - Support Military Presence in Project Selection
  - Raise Letter Bid Capital Costs to \$1M (from \$500K)
  - Allow Federal Funded Projects to be Bid in Districts

# Freight Rail – Revenue/Funding

- Revenue Discussion
  - Scenario 3B is most likely
  - Increase Freight Rail Program to \$25M/year
- Funding Options
  - Low: Gas Sales Tax, VMT, Advanced Transp. Districts, Sales Tax
  - Low to Medium: Local Option
  - Medium: Indexing, Registration Fees, Project Specific Tax
  - Medium to High: Tolling
- New Funding Options
  - Public Private Partnerships (P3)
  - Investigate funding through State Infrastructure Bank

# Freight Rail – Policy Recommendations

- Revise CDE-11: Financially support Southern Rail Commission (SRC). Provide continued financial support for the SRC
- Merge INF-12 with other [Statewide Rail System Program funding] with “Support establishment of state-funded Rail Retention and Infrastructure Program...” + “provide statewide funding for” shortline rail program
- Delete last policy recommendation from Economic Council “provide advocacy for rail shippers”

# Ports & Waterways

- Performance Measures – Change wording to 1 (port deepening)
- Scenario 3B is most likely
- Port Priority Program should be doubled
- Not accounting for O&M needs
- Funding Options
  - Use Capital Outlay funds to match \$ for channel deepening
  - State has authority to tax shippers, can \$ be used for channel deepening (issue for Plan)
  - DOTD does not have authority to use TTF on navigation projects
  - Advanced Transportations Districts for specific projects
  - Local Option Tax

# Ports & Waterways

- New Funding Options
  - Vehicle Sales Tax dedication to Port Program is under threat
  - New 1 Cent per gallon tax on all fuels except for aviation
  - General Sales Tax of ¼ cent towards maritime
- Megaprojects
  - MS River Deepening – change DOTD contribution from \$0 to State Contribution of \$150M from Capital Outlay Funds

# Trucking – Revenue/Funding Options

- Prefer Scenario 3B (in between 3B and 4B)
- Increase Interstate Pvmnt Preservation (looks low compared to other preservation \$)
- Bridge maintenance/weight limits due to aging & deterioration causing truck re-routing
- Oppose indexing motor fuels tax
- Oppose VMT User Fee
- Like Project Specific Tax (defined by time, amount and project for all fuels)
- Equitable tax for alternative fuel vehicles

# Trucking – Policy Recommendations/Megaprojects

- New Policy: Collaborate, coordinate with LED to provide transportation needs and solutions for businesses.
- Revise #10 - Consolidate state trucking regulatory, safety, and enforcement affairs in 1 agency.
- #19 – Need to include “restore” for routes supporting energy and mining.
- Megaprojects
  - Move Leake Avenue from Priority D to A and tie to the Ports of New Orleans Expansion project.

# Thank you!



<http://www.dotd.la.gov/study/>



**Dan Broussard**  
(Dan.Broussard@LA.GOV)